

**In the Claims:**

Please amend claims 1-16 as follows:

1. (currently amended) A method of controlling a twin-clutch transmission (10), wherein torque is transmitted from a drive shaft (I) to an output shaft (O) ~~by way of~~ via a first clutch (C1) and ~~by way of~~ via a first transmission path (E2, Z8, Z9, S2, Z3, Z4), and with a second clutch C2) ~~is being~~ at least partially closed in order to transmit an additional torque from the drive shaft (I) to the output shaft (O) ~~by way of~~ via a second transmission path (E1, Z1, Z2, S1, Z3, Z4; E1, Z5, Z6, S3, Z7) when the torque transmitted by way of the first clutch (C1) reaches a predetermined upper limit; said method comprising the steps of:

comparing torque ( $M_{Mot}$ ) provided by the engine with a current permissible upper limit for a selected gear and an operating mode of the transmission, said current permissible upper limit being selected to ensure that the first transmission path is protected from a torque overload; and

diverting an excess component of the torque ( $M_{Mot}$ ) via the second transmission path responsive to said current permissible upper limit being exceeded.

2. (currently amended) A method as set forth in claim 1 wherein the first clutch (C1) and the second clutch (C2) are operated ~~in a~~ with slip.

3. (currently amended) A method as set forth in claim 1 wherein a parallel activity of the first and the second transmission paths is maintained until ~~switching over~~ a switch is made from the first transmission path ~~into to~~ to a new transmission path ~~is effected~~.

4. (currently amended) A method as set forth in claim 1 wherein the second clutch (C2) is closed only ~~so far~~ to such an extent that the additional torque does not exceed a predetermined upper limit which is dependent on the operating mode condition.

5. (currently amended) A method as set forth in claim 1 wherein the first clutch (C1) is operated ~~permanently with a slight~~ with a small degree of slip.

6. (currently amended) A method as set forth in claim 1 wherein the first clutch (C1) is operated with ~~a slight~~ a small degree of slip ~~at a predicted or occurred increase in the~~ when a rise in the power demand is predicted or occurs.

7. (currently amended) A method as set forth in claim 1 wherein the first transmission path corresponds to a relatively high ~~higher~~ gear and the second transmission path corresponds to a relatively low ~~lower~~ gear.

Claims 8-13. (canceled)

14. (currently amended) A twin-clutch transmission (10) comprising:  
at least a first clutch (C1) and a second clutch (C2) for the transmission of torque from a drive shaft (I) to an output shaft (O) ~~by way of different~~ respectively via a first transmission path (E2, Z8, Z9, S2, Z3, Z4), and a second transmission path (E1, Z1, Z2, S1, Z3, Z4; E1, Z5, Z6, S3, Z7), ~~paths and a control means~~ controller for actuation of the clutches,

~~said control means~~ controller for comparing torque ( $M_{Mot}$ ) provided by the engine with a current permissible upper limit for a selected gear and an operating mode of the transmission, said current permissible upper limit being selected to ensure

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that the first transmission path is protected from a torque overload; and for controlling said second clutch (C2),

said controller for diverting an excess component of the torque ( $M_{Mot}$ ) via the second transmission path responsive to said current permissible upper limit being exceeded

~~and said second clutch (C2) being at least partially closed in order to transmit an additional torque from the drive shaft (I) to the output shaft (O) by way of a second transmission path (E1, Z1, Z2, S1, Z3, Z4; E1, Z5, Z6, S3, Z7) when the torque transmitted by way of said first clutch (C1) reaches a predetermined upper limit.~~

15. (currently amended) A twin-clutch transmission as set forth in claim 14 wherein two different output gears (Z4, Z7) for introducing ~~passing~~ torque into an axle transmission.

16. (currently amended) A twin-clutch transmission as set forth in claim 15 wherein a quotient of the transmission ratios between the first and the second gear and between the second and the third gear is less than 2.0, ~~preferably less than 1.5.~~